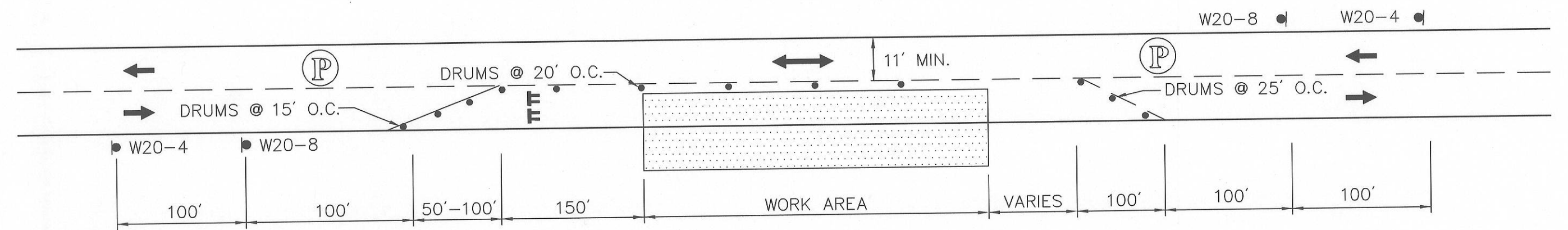
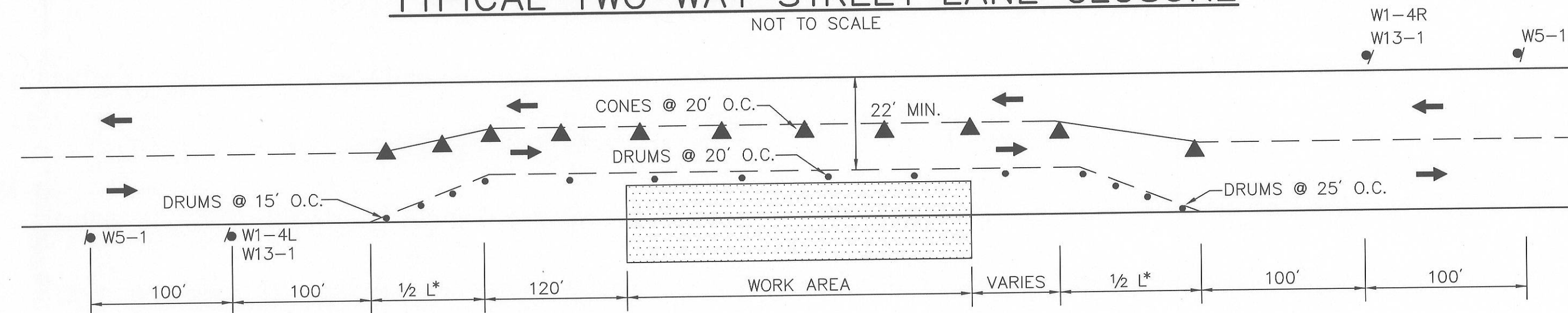


OPERATIONAL SIGNING

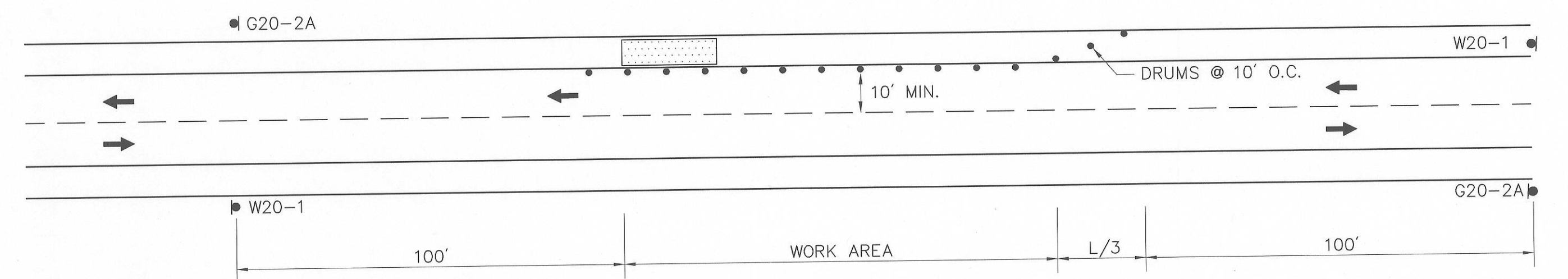
LANE CLOSURES SHOWN ARE FOR TEMPORARY CONSTRUCTION.
ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR
DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE.



TYPICAL TWO WAY STREET LANE CLOSURE



TYPICAL TWO WAY STREET LANE SHIFT

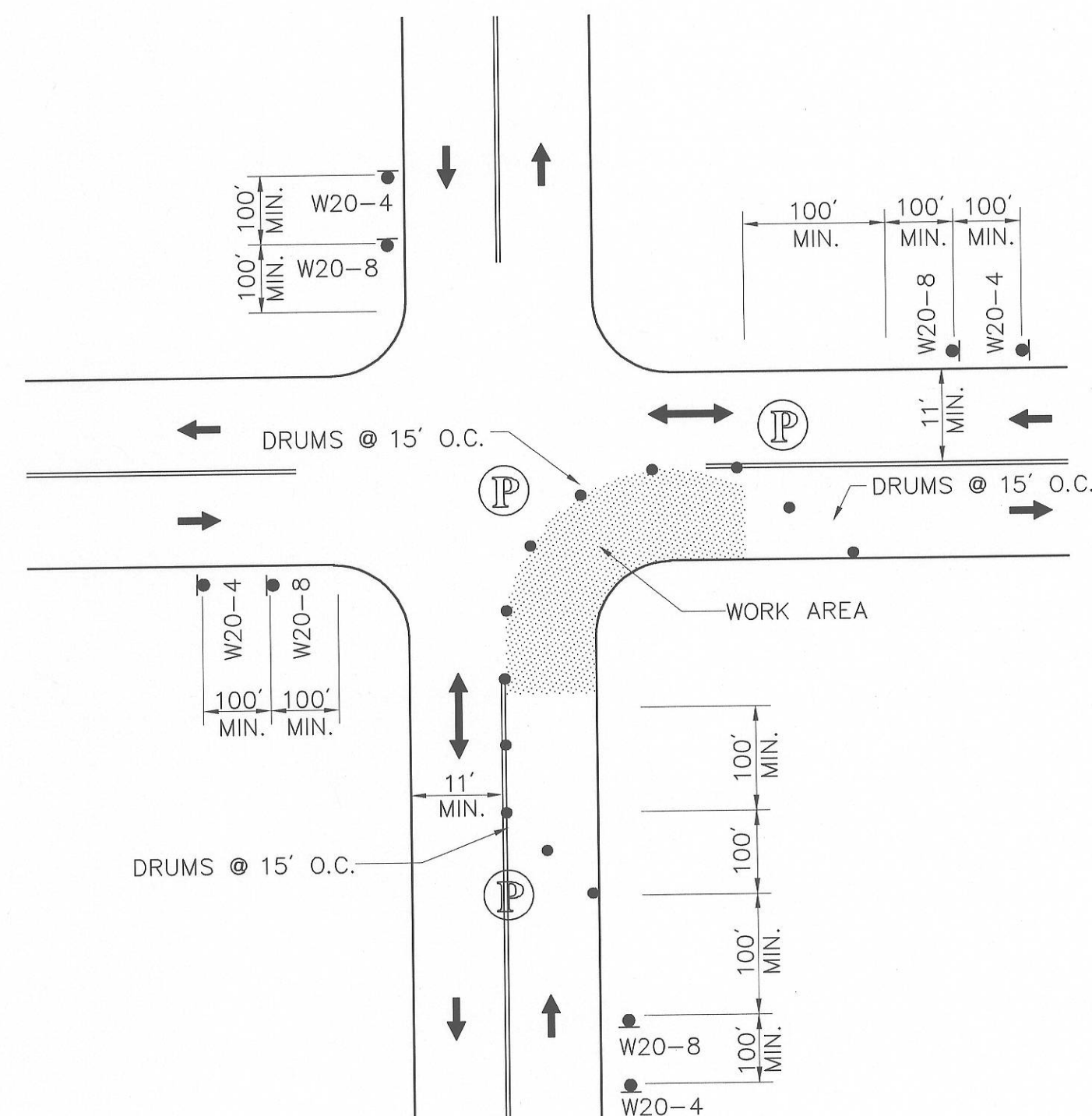


SHOULDER WORK WITH MINOR ENCROACHMENT

FOR POSTED SPEEDS OF 40 MPH OR LESS

$L = \frac{WS^2}{60}$

L=TAPER LENGTH
W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
S=POSTED SPEED LIMIT



ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS

NOTE:

1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY

TEMPORARY SIGNS

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
W21-5	SHOULDER WORK	30"	30"
W20-4	ONE LANE ROAD AHEAD	48"	48"
W20-8	POLICE OFFICER AHEAD	48"	48"
W5-1	ROAD NARROWS	36"	36"
W13-1	ADVISORY SPEED PLATE	24"	24"
W8-3	PAVEMENT ENDS	36"	36"
W1-4R		30"	30"
W1-4L		30"	30"
R9-9	SIDEWALK CLOSED	12"	24"
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	12"	24"

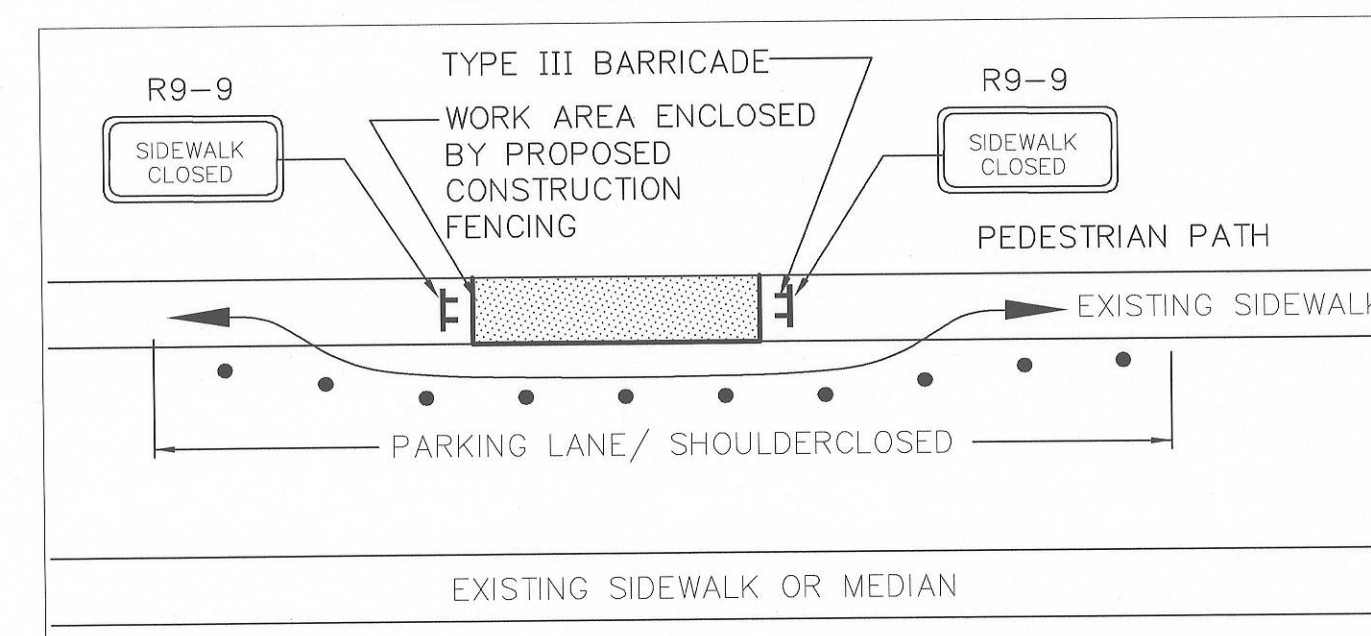
GENERAL NOTES

- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AS AMENDED.
- ALL DRUMS SHALL BE SET AT 20' ON CENTER MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
- ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
- THE CONTRACTOR SHALL NOTIFY EACH ABUTTOR AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
- A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON TWO WAY STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT THAT DURING WORKING HOURS, TRAFFIC MAY BE REDUCED TO ONE LANE UNDER POLICE CONTROL FOR SHORT TIME PERIODS WHEN REQUIRED FOR THE WORK, AS SHOWN.
- GRADE SEPARATIONS IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
- EXCAVATION EDGES IN EXCESS OF 4" DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL TO COMPACTED 1:4 SLOPE.
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED.
- NON-ESSENTIAL TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
- THE GENERAL SEQUENCE OF WORK IS DEPENDENT UPON THE REMOVAL AND RELOCATION OF THE EXISTING UTILITY POLES AND WIRES THAT ARE FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, BY THE UTILITY COMPANIES. THE CONTRACTOR SHALL SCHEDULE THE WORK IN EACH AREA TO COORDINATE WITH THE POLE RELOCATION WORK.
- ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE ENGINEER.

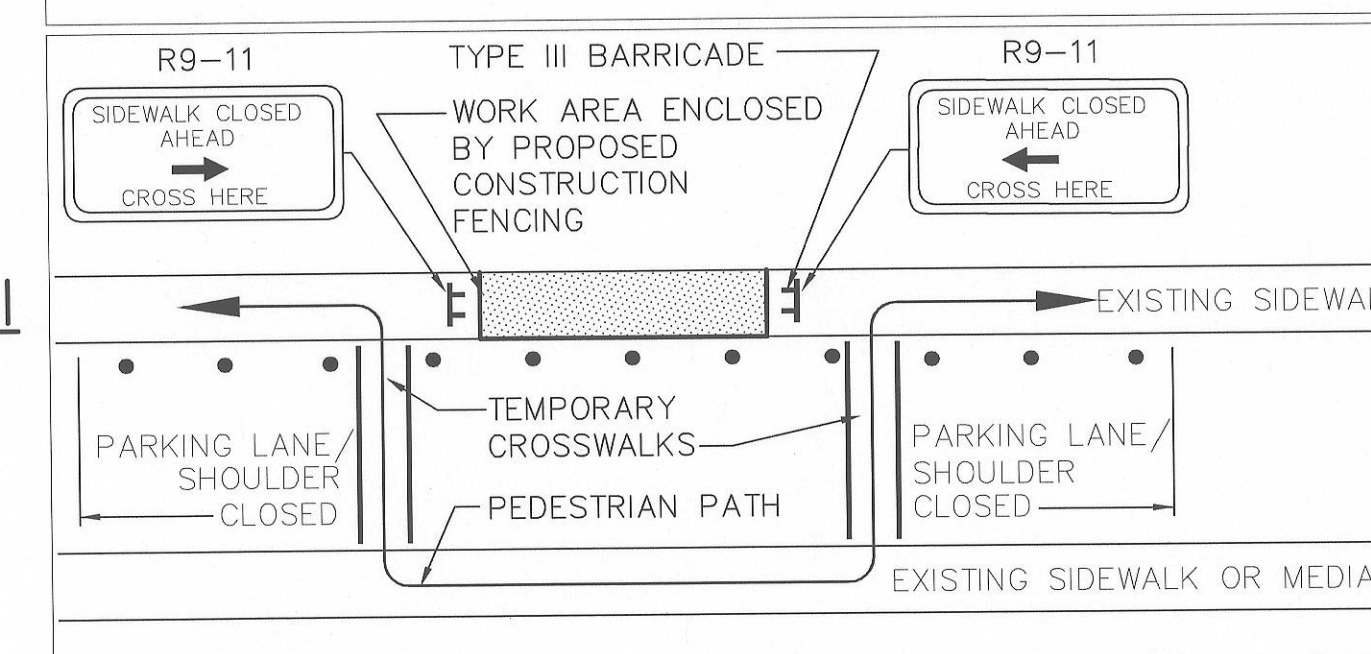
PEDESTRIAN BYPASS

TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING AND AS DIRECTED BY THE ENGINEER.

TYPE I
N.T.S.



TYPE II
N.T.S.



- ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
- CONTROLS FOR PEDESTRIAN TRAFFIC ONLY, ARE SHOWN. VEHICULAR TRAFFIC SHALL BE MAINTAINED AS SHOWN ELSEWHERE.
- STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
- DIRECTION OF PEDESTRIAN TRAVEL.
- IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHALL BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER.

LEGEND

- DRUM
- ▲ TRAFFIC CONE
- IP POLICE OFFICER
- CONSTRUCTION SIGN
- TYPE III BARRICADES
- WORK AREA PUBLIC ACCESS RESTRICTED
- ← PROPOSED TRAFFIC FLOW
- SLU SPECIAL LIGHTING UNIT (SLU)
- NTS NOT TO SCALE

CONCORD BRUCE FREEMAN RAIL TRAIL			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.		028	175

TRAFFIC MANAGEMENT PLAN